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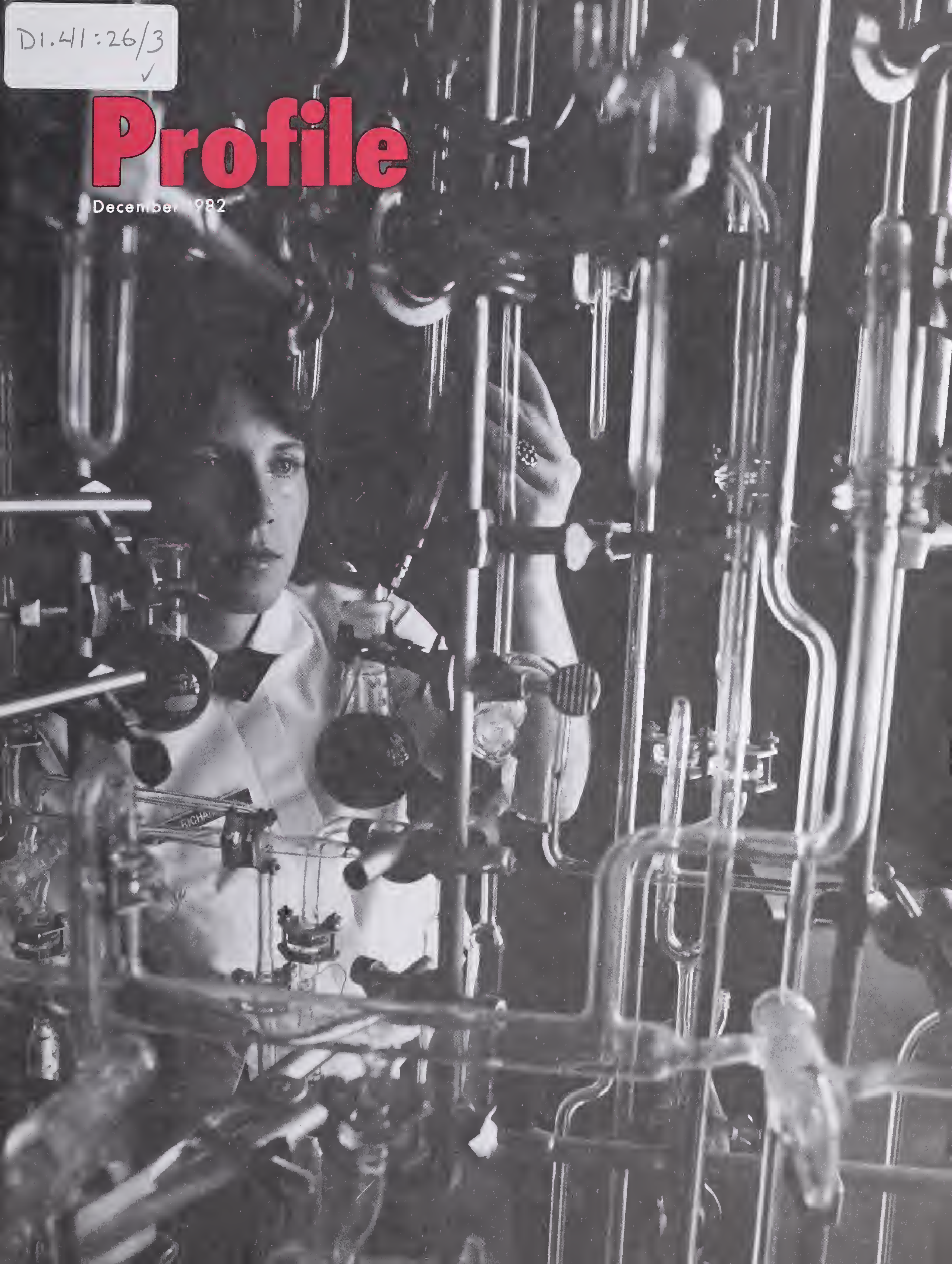
Profile

December 1982



Combat support MOS's closed to women recruits

The Army has announced that 23 career fields presently open to women will be closed to new female recruits. In a related decision, the Army decided to increase the number of enlisted women on active duty by 5,000 to a total of 70,000 over the next several years.

The decisions were based on findings of the Women In The Army policy review group. The team set out to study the impact of women in the Army and drafted a set of recommendations affecting both male and female soldiers.

The Army plans to begin matching soldiers with jobs on the basis of physical strength and probability of direct combat. The review group, together with Army experts analyzed 350 Army military occupational specialties (MOS) from the standpoint of physical requirements and location on the battle field.

The ratings, or categories, that the Army has adopted are "gender-free" and are based on the U.S. Department of Labor's job classification system. The Army has set a precedent by becoming the first military service to validate this system for military use.

To ensure that the right soldiers are matched with the right jobs, the Army will begin administering a physical strength capacity test to all new recruits. Although a test has not yet been validated, the one under consideration takes eight to 10 minutes to complete and involves isometric lifting, hand strength, body composition, stamina and endurance measurements.

The 23 MOS's that will be closed to women under stricter enforcement of the combat exclusion policy are: driver, firefinder radar operator, defense acquisition radar operator, field artillery radar crewmember, field artillery target acquisition specialist, nike high-power radar simulator repairer, aerial photoactive sensor repairer, E1 warning defense equipment repairer, fire control systems repairer, carpentry and masonry specialist, plumber, interior electrician, transportation and distribution specialist, smoke operations specialist, NBC specialist, heavy construction equipment operator, quarrying specialist, concrete and asphalt equipment operator, general construction equipment operator, tactical transport helicopter repairer, medium helicopter repairer, construction surveyor and field artillery surveyor.

Some of the MOS titles are misleading. For example, carpentry and masonry specialist, plumber, and interior electrician are all combat engineering tasks. The soldiers participate in laying and clearing minefields, priming and emplacing explosives and demolitions and constructing or removing a variety of shelters or bunkers. All of these tasks can take place in combat areas.

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Profile

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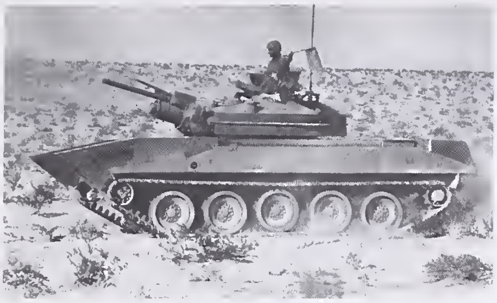

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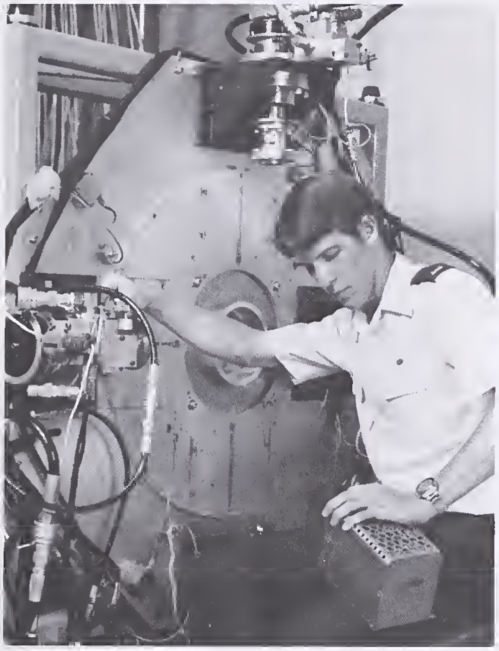

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Engineering school

graduates the Coast Guard's machinery technicians from the Yorktown, Va. facility. Page 4.

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The Russians are coming

not to attack, but to train the U.S. Army in Soviet Block tactics. Page 8

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and will send you to school with full pay, if qualified. Page 12

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to feed the Navy's hungry sailors on land or sea. Page 20

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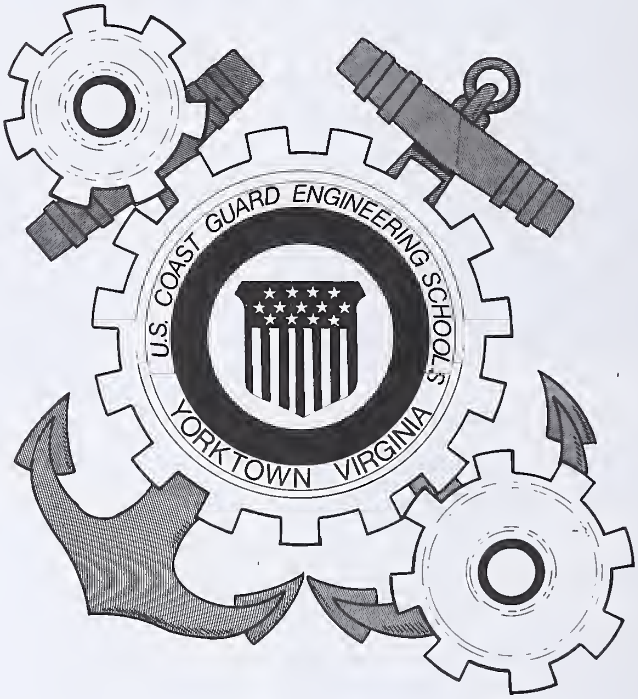
ENGINEERING


U.S. COAST GUARD ENGINEERING SCHOOLS
YORKTOWN VIRGINIA

"Sailors may come,
sailors may go,
Tis the men beneath
that make the ship go."

SCHOOL

"Welcome aboard. The staff here has a single mission. That mission is to mold this class into a trained, dedicated force of future petty officers capable of providing the leadership and engineering expertise needed to keep Coast Guard cutters, boats and stations always ready to perform their mission."

This statement or one similar has been heard by every student who has attended the Machinery Technician Class "A" Course at the Coast Guard's Yorktown, Va., Engineer School.

The machinery technician course is the basic course taught by the Engineer School staff. The course material gives machinery tech students job entry level knowledge.

Machinery technicians are the Coast Guard's engine and machinery 'handy men.' They perform the day-to-day mechanical maintenance whether sea or shore bound.

Unlike the other services, all Coast Guardsmen choose their career field. Although most machinery technicians attend the school directly from recruit training, others arriving have had some Coast Guard on-the-job training. The school accepts both men and women trainees.

The students receive 16 fast-paced weeks of various engineer related instruction. These comprehensive courses include classes in hydraulics; internal engine combustion; lubrication and cooling systems; diesel engine overhaul; clutches, reduction gears and shafting; electricity and electrical equipment; boat machinery; auxiliary machinery; basic refrigeration and welding.

Students do not become experts in all areas. However, the instruction develops the student's skill capacity allowing effective troubleshooting, maintenance, and mechanical equipment repair.

Students also learn machinery operating principles and the interrelationship of component functions.

The curriculum includes a mixture of classroom and laboratory instruction. "Cut-away" training aids compliment instructor lectures. "Cut-aways" are operational models of engines and machinery that have been cut in half allowing students to observe their inner functions.

Both hands-on and electronic instruction are included in the student's laboratory training. During hands-on instruction the student disassembles, "repairs," reassembles, adjusts and operates functional engines and machinery systems. Using electronic machinery and engine diagrams, instructors enter malfunctions, thus giving students electronic troubleshooting and repair opportunities without disassembling a functioning system.

These tech students are instructed by some of the Coast Guard's best machinery technicians. "The Coast Guard is a small service and thus a person's reputation spreads rapidly throughout the service," said Coast Guard Cmdr. Hugh Thomas, Engineer School director. "Many of our instructors are hand-picked because of their demonstrated, outstanding technical and leadership abilities. Having been in the engineering field for 20 years I can say quite frankly, that my staff is the cream of the crop in technical expertise, leadership and devotion to duty."

Tech students praise the staff's professional capabilities, especially their willingness to assist students after hours. The drop-out rate remains very low, due largely to the staff's dedicated effort in ensuring all students receive the maximum learning opportunity.

Seaman Keith D. Strieck said, "The school and its instructors are very good. I didn't graduate from high school because of a lack of direction. Here, the instructors emphasize learning and military bearing. I think this method has given me direction and helped me."

For the machinery technician, training does not stop upon completion of the Class "A" course. This course merely provides a firm foundation upon which the graduates must build throughout their career. The graduate's basic understanding of machinery, component systems operation, tools and their usage, along with troubleshooting procedures, must be further developed and refined through on-the-job training.

Following "A" course graduation the Coast Guardsman may receive a variety of duty stations. Fifty percent of the class will go to sea on large boats or cutters. The remaining technicians are usually divided among isolated duty (overseas radio transmitter stations), search and rescue or lifeboat stations, and Marine inspection stations.

Later, many machinery technicians return to Yorktown for advanced courses. These advanced courses, primarily designed around specific engines, machines or systems, emphasize troubleshooting, maintenance and repair procedures through training using operating machinery. Advanced course laboratories employ the newest

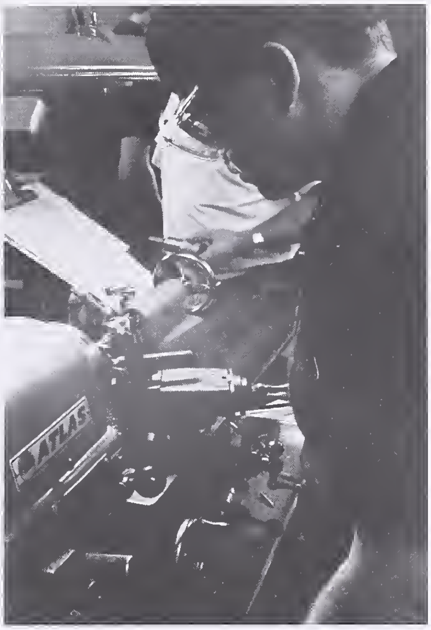
Students replace the pistons on a Cummings engine. The engine drives the Coast Guard's 41-foot lifesaving boat.

Machinery technician students work

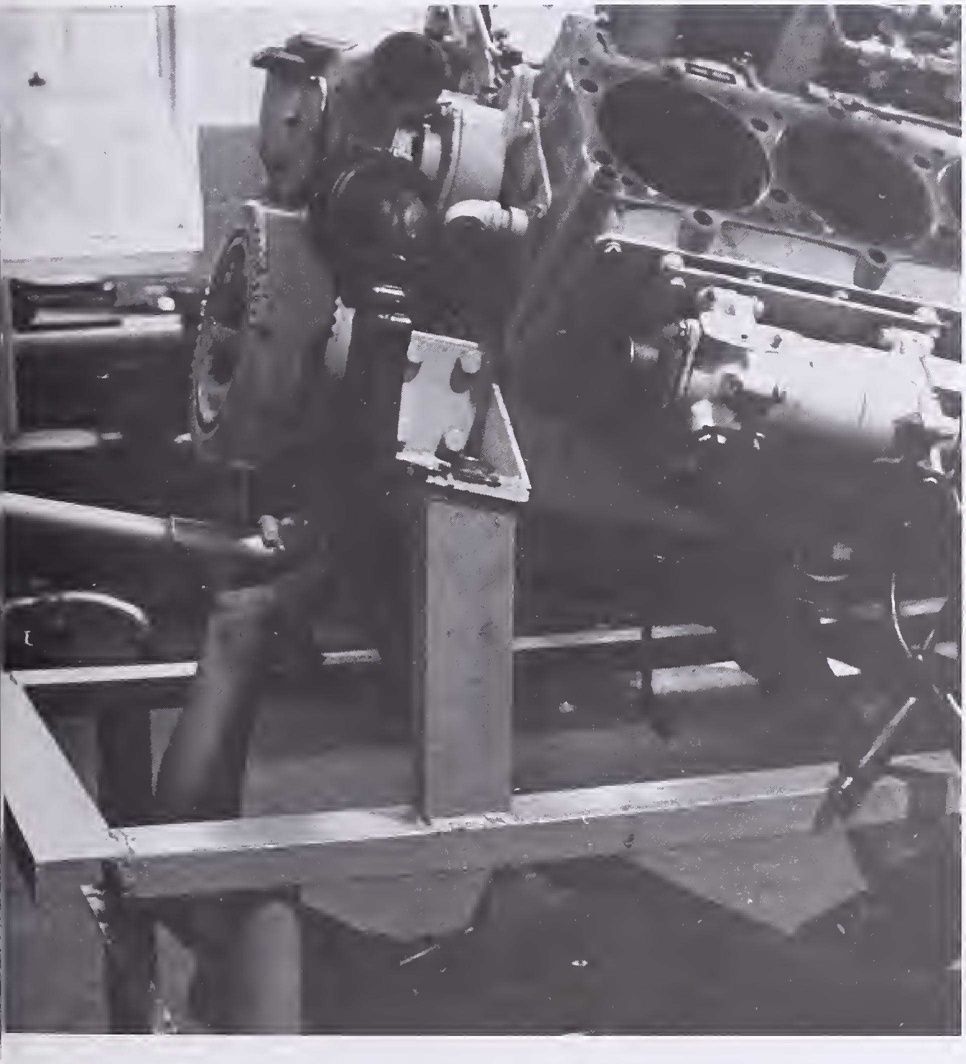
equipment available.

The scope and training pace in these courses are geared toward prior engine room or mechanical experience. Some courses require completion of a related prerequisite preparatory course. Advanced courses vary from one to 14 weeks and each requires the full concentrated effort of the student.

The Coast Guard's machinery technicians keep their stations and ships mechanically sound. But, it's the professional, dedicated instructors at the Yorktown Engineer School who guarantee that these technicians will have the knowledge and competence to perform their job.



A machinery tech makes parts on the lathe.



team replacing engine rods on a Cummings engine.

The Russians are

(but don't worry)

by **Staff Sgt. Ann Keays**

Situated among massive, rocky, mountain ranges in the thick of snakes, lizards, and coyotes, a 1,000 man 'Soviet regiment' awaits the arrival of American troops.

Aware of the regiment's presence, the U.S. soldiers do not have to worry about bloodshed or killing because these 'Soviets' are trained to help, not hinder, the American fighting man.

In fact, the 'Soviets' are not Soviets at all. They are U.S. Army soldiers from an infantry and armor unit that look, act, sound, and think like Soviet troops.

The replica Soviet regiment forms the opposing forces for the National Training Center, Fort Irwin, Calif. This is a training ground where entire Army battalions have the opportunity to train as in actual combat. This will be done in a realistic environment against trained opposing force.

After several years of searching and planning for a location to conduct large-scale training exercises where units could deploy as they would in combat, the Army found the answer at Fort Irwin.

Located in the Mojave Desert halfway between Los Angeles and Las Vegas, Nev. with 100-plus-degree summer temperatures and sub-freezing nighttime winter

coming

temperatures, the site is not a comfortable environment. But, the Army knows that actual combat is the harshest training ground. A more demanding climate will better prepare soldiers.

The tempo, lethality and range of battle for the new weapons systems forced Army leaders and trainers to find a place to hone their skills during peacetime. Land areas which were once sufficient for training brigades are now scarcely adequate for maneuvering one battalion.

Because of its isolation (the post's northern boundary is less than two miles from Death Valley) the National Training Center is an ideal battlefield for modern weapons systems.

"We'll be the world's biggest training aid," said Maj. Jetig of the center.

Lt. Col. Allen R. Weising, an

(Left) A column of opposing forces vehicles approach a hill overlooking the Valley of Death where troops will attack an American brigade task force. (Right) An operations group observer conducts an after action review with the help of a periscope.

infantry battalion commander said, "I believe in the concept of the National Training Center. It's long overdue. It's something we can't afford not to do someplace."

Weisinger's unit and an armor division were reactivated last year at Fort Irwin. They underwent months of training in Soviet tactics and doctrine, Warsaw Pact equipment familiarization and operation.

The two units for the National Training Center's opposing forces (Soviet regiment)—a thousand-man organization—are designed, equipped and trained to replicate a Soviet motorized rifle regiment.

Training of the Soviet regiment was done at Fort Hood, Texas by Red Thrust, a training unit dedicated to informing soldiers about opposing forces. Lt. Col. Alan D. Lecklitner, Red Thrust training detachment commander, spent six weeks training the 'Soviet' soldiers. "We aim for perfection, authenticity. We hope to be the catalyst at the National Training Center—the end product will be one Soviet motorized rifle regiment...a unique organization in U.S. Army history.

"We do not teach scenarios,"

Bundled for cold weather, a soldier prepares his noon meal of C-rations on a portable grill.

said Lecklitner. "We teach formations, tactics and doctrine...methods of attack and counterattack, Soviet unit organization. If you know these things, you'll know how to respond. You'll know what a Warsaw Pact soldier would do, how he'd attack. We don't play-act, we teach them to respond."

Some of the 'Soviet' regiment gear is genuine Soviet equipment, but much of it is modified U.S. equipment. The visually modified equipment was readied with wood and plastic kits.

The Soviet regiment will outnumber U.S. battalion forces because it is expected that this will be the situation on a European battlefield in a real war, officials said.

Although the National Training Center terrain is physically unlike the fertile lands and wooded expanses of Western Europe, the center's training scenarios are based on a possible European conflict with Warsaw Pact forces. Incoming units will exercise emergency deployment, draw weapons already positioned at the deployment site, and immediately deploy to the field positions.

Battalion commanders will be able to deploy and train their troops in a battalion task force formation. They'll be able to use the same weaponry that would be available to them in a combat situation. Such potential for realistic combat training cannot be duplicated at any other Army installation.

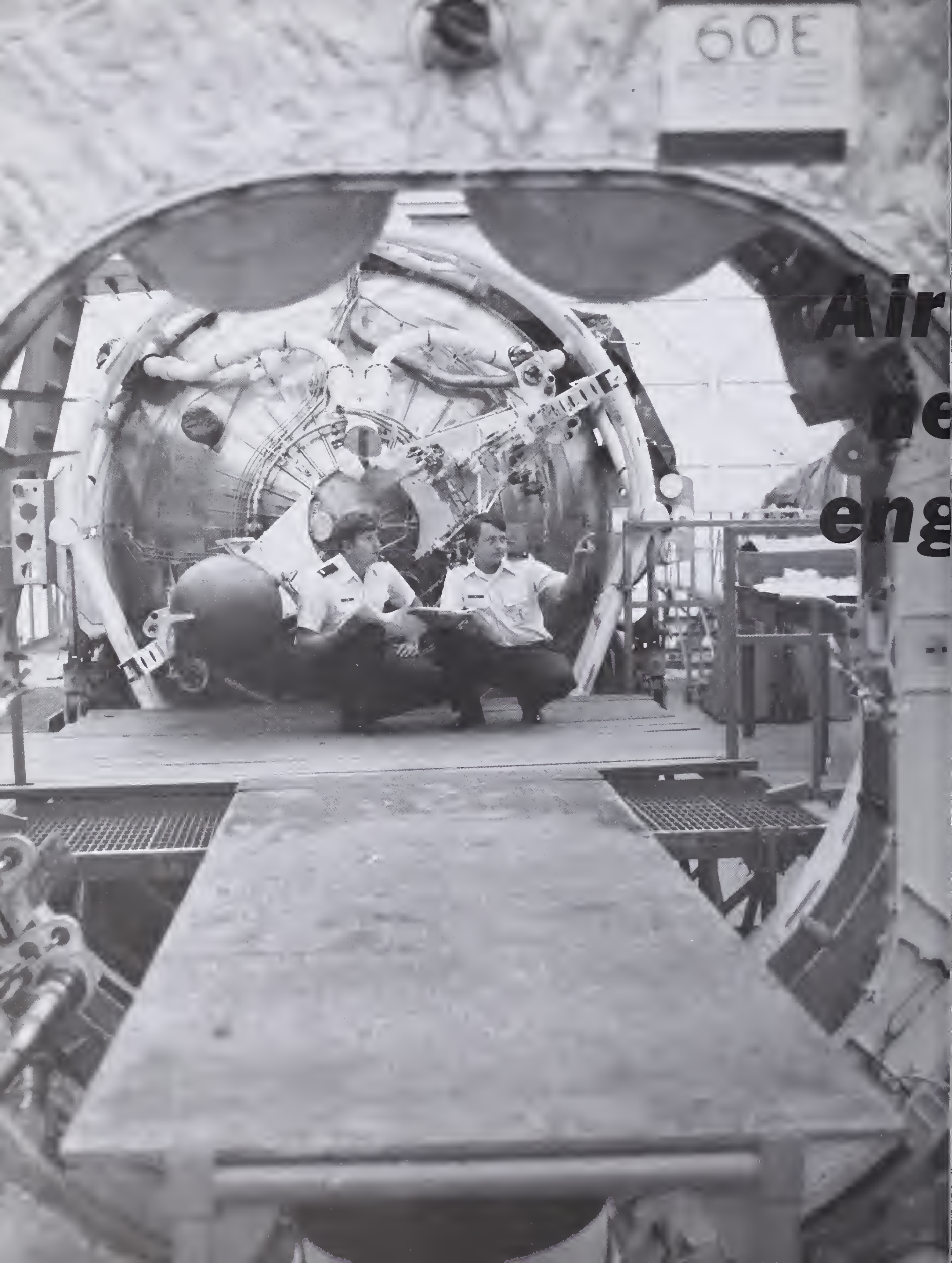
If soldiers can learn to survive under this kind of realistic battlefield training, they should be able to survive and win in actual combat, say officials.

The National Training Center's commander, Brig. Gen. James T. Bramlett pointed out however, "The National Training Center is not in the testing business. We're in the training business, training on doctrine that is published in the field, nothing new and exotic."

The training at the National Training Center is as realistic as can be made. Leaders will test troop-leading procedures, unit operations, tactical knowledge and judgment. Soldiers will live for two weeks, day and night, in whatever weather the desert offers. The experience will be physically and mentally demanding. Everything is event-oriented, so soldiers have the opportunity to practice all unit and individual skills.

As for the National Training Center's opposing forces soldiers, non-commissioned officers and officers who spend so much time on the desert battlefield, Bramlett said they'll be among the best trained individuals in the Army...sought after, "super soldiers...another way the National Training Center impacts on training throughout the Army."

An opposing forces tank returns from an attack.



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education assistance available

by Wilt Baker

During the last decade America has fallen behind the Soviet Union almost five to one in the number of engineers graduated from higher learning institutions.

To counter this growing disparity between the U.S. and Russia, plus meet its needs for the future, the Air Force has introduced four new programs to attract engineers or engineering students in critically needed sciences. The Air Force needs engineers and will pay for their schooling.

The programs range from Reserve Officer's Training Corps Scholarships to returning math and science undergraduate degree holders to school to complete bachelor and master of science degrees in engineering. The cost of these programs, including all tuition and related fees, salary, and allowances are absorbed by the Air Force.

Why should an engineering student choose the Air Force when many jobs are available in the civilian market? Certainly not for the money. The beginning engineer earns $5000 more a year in private industry than in the Air Force. However, the Air Force places greater responsibility on engineers earlier in their career than any private firm.

"It's true that engineers can double their salaries on the outside," said Gen. Charles Gabriel, Air Force chief of staff. "All we can do is compare the levels of responsibility between the civilian world and the Air Force. In private industry a young engineer might be one of a dozen draftsmen drawing pictures all day. In the Air Force that same engineer would be in charge of people who do that. He has a chance to use his brain."

First Lt. Judith E. Urey, a mechanical engineer assigned in Germany agrees with the general. "I'm doing things a lot of my engineering classmates from Witchita (Kan.) State can only dream about. Some of them are still glorified draftsmen in civilian firms. Engineering challenges and responsibilities come a lot quicker in the Air Force."

The lieutenant knows first hand how fast responsibility is placed on the shoulders of engineers. Urey works out of a two-man shop providing expertise to maintenance crews at the Air Force's 20 flying bases in Europe. She solves aircraft repair problems not covered by technical orders.

Urey wanted a job that would challenge her math ability and make full use of her engineering degree. She found both in the Air Force. The lieutenant admits she initially entered the Air Force Reserve Officer's Training Corps program because she needed the $100-a-month allowance to help pay college expenses. The program grabbed her attention—and interest—she went on to become a distinguished ROTC graduate in 1978.

The education programs now offered by the Air Force means much more than a $100-a-month allowance. These programs can provide thousands of dollars to pay tuitions, books, and fees, plus salaries and allowances. Turn the page to learn more about each program.

Engineering ed

ROTC ENGINEERING SCHOLARSHIP

A new four-year college scholarship for qualified high school students enrolled in Air Force Junior ROTC (JROTC) aerospace education courses has been announced by the Air Force Reserve Officer's Training Corps.

To qualify, cadets must score 1,100 on the verbal and quantitative portion of the Scholastic Achievement Test or have a composite score of 25 on the American College Test. Students must be ranked in the top 10 percent of their graduating high school class with at least a 3.3 grade point average on a 4.0 scale. They must also be willing to pursue an engineering major in college and have completed, or be scheduled to complete, at least two years of Air Force JROTC aerospace education by graduation.

Scholarships are available to students enrolled in Air Force JROTC units in the United States, Guam, Hawaii and Europe. All tuition costs, fees, incidental expenses and course required textbooks are paid. Additionally, scholarships provide a $100 tax-free subsistence allowance each month of the school year.

Under the new program each Air Force JROTC aerospace education instructor may award one four-year scholarship to a qualified cadet enrolled in his or her high school course.

COLLEGE SENIOR ENGINEER PROGRAM

College junior and senior engineering students may be eligible to earn more than $11,000 in pay and allowances during their last 12 months of school.

The Air Force is now accepting applications for enlistment and future commissioning from persons in their junior and senior year majoring in aeronautical, aerospace, architectural, civil, electrical, mechanical, or nuclear engineering.

Under this plan, applicants who qualify will be enlisted in the regular Air Force at the rank of airman first class (pay grade E-3) until they earn their degree. In addition, they will receive full use of military facilities, complete medical and dental care, 30 days of vacation with pay and annual cost of living pay increases.

Upon graduation, individuals will be promoted to staff sergeant (pay grade E-5) and assigned to the next class of the three-month Officer Training School (OTS) at Lackland AFB, near San Antonio, Texas. Upon graduating from officer training and commissioning as second lieutenants, they will be assigned duties in their engineering discipline with pay and allowances totalling more than $17,000 annually.

cation programs

UNDERGRADUATE ENGINEER CONVERSION PROGRAM

The Air Force is looking for a few college graduates and near-graduates to send back to college to earn a second bachelor's degree. The lateral degrees needed by the Air Force are aeronautical, astronautical, and electrical engineering.

Applicants selected for the Undergraduate Engineer Conversion Program will attend a 12-week Officer Training School at Lackland AFB, near San Antonio, Texas. Degree work will be completed at the Air Force Institute of Technology, Wright-Patterson AFB, Dayton, Ohio, or at a civilian university during an 18-month period.

To be eligible for this program, applicants must possess, or be within nine months of completion of an accredited baccalaureate program emphasizing math and science. Additionally, applicants must be otherwise qualified to enter OTS. Entry into the lateral degree program is contingent upon successful completion of officer training school.

ENGINEER MASTER'S DEGREE PROGRAM

The Air Force will send highly qualified engineers back to school to earn master's degrees in certain engineer disciplines.

Applicants selected will attend the Air Force Institute of Technology at Wright-Patterson AFB, Dayton, Ohio, after they successfully complete the 12-week Officer Training School at Lackland AFB, Texas.

Cost of the degree program, including all tuition and related fees, salary, and allowances, will be absorbed by the Air Force.

Because of the small number of openings, Air Force officials predict keen competition for selection. Those selected for the master's degree program will be at or near the top of their undergraduate class, academically.

Applicants must either possess a bachelor's degree or be within 12 months of obtaining such a degree in one of these disciplines: aeronautical, aerospace, astronautical, chemical, electrical, mechanical, nuclear or systems engineering, engineering mechanics, engineering science or civil engineering. The degree must be from an institution accredited by the Accreditation Board of Engineering and Technology.

Those selected will pursue advanced degrees in one of the following disciplines: civil, aeronautical, aerospace, astronautical, electrical or mechanical engineering.

The first platoon of 800 combat-clad Marines come ashore in Beirut, Lebanon. The Marines were part of the multinational peacekeeping force which assisted in the evacuation of the war-torn city. (Photo by Petty Officer 3rd Class R.D. Fitzgerald)

Marine peacekeepers respond quickly with teamwork and determination

by Sgt. Eric Carlson

Article and photos courtesy of HOTLINE MAGAZINE

"The Marines have landed and the situation is well in hand."

With that historic and oft-quoted statement, the Department of Defense announced the deployment of elements of the 32nd Marine Amphibious Unit to Beirut, Lebanon, early on the morning of Aug. 25.

The Camp Lejeune and New River, N.C. based Marines spent 17 days ashore as part of a multinational peacekeeping force assisting the Lebanese government in evacuating Palestine Liberation Organization fighters from the war-torn city.

As the Marines prepared to go ashore, President Reagan sent a message: "You are about to embark on a mission of great importance to our nation and the Free World. The conditions under which you carry out your vital assignments are, I know, demanding and potentially dangerous. You are asked to be once again what Marines have been for more than 200 years—peacemakers.

"Your role in the multinational force—along with that of your French and Italian counterparts—is crucial to achieving the peace that is so desperately needed in this long-tortured city.

"I expect that you will perform with the traditional esprit and discipline for which the Marine Corps is renowned. Godspeed."

The 800 Marines who "hit the

beach" in Beirut quickly took over the port area from French units that had arrived earlier.

Press reports indicated that the first ashore was Col. James Mead, the Marine commander, followed by Lance Cpl. James Dunaway of Hattiesburg, Miss. The remaining Marines soon followed in a so-called "admin landing," a relatively leisurely walk down the ramp of landing crafts. The landing, a Defense Department spokesman pointed out, was "unlike quite a few in the Marine history...completely peaceful, with no incidents from any source." Indeed, as observers noted, there was applause from Lebanese civilians who had gathered outside the perimeter.

After Mead conducted a brief turnover ceremony with the French commander, the Marines moved to positions at the perimeter of the fenced-in port facility and set up a system of fixed defensive positions and roving patrols.

Billeted in warehouses at the port, the Marines continued to keep the area secure while thousands of gun-toting PLO guerillas were evacuated from the city by convoy and aboard commercial ships.

Defense Secretary Caspar Weinberger arrived in Beirut Aug. 31 to kick off a 10-day tour of the Mideast by first visiting his Marines. At a formal ceremony, the Secretary read the Marines another message from the president.

"When the government of Lebanon, through my special emissary Ambassador Philip Habib, first asked for U.S. military forces to assist in ending violence in Beirut, I knew the task would not be an easy one.

"We are now on the eve of achieving what we set forth to accomplish—an end to the bloodshed in Beirut and the reestablishment of Lebanese government sovereignty over their capitol. None of this would have been possible without the selfless devotion to duty you have displayed.

"The nation and the Free World are indebted to you and your French counterparts for the countless days of preparation, the long, seemingly endless hours of waiting—and for the quiet, professional way you have deported yourselves in the execution of this mission.

"You have demonstrated before the world that we can respond quickly—with teamwork and determination, when called upon by our friends in need—and that our response can be both strong

Marines patrol the outer perimeter of the port area as a security precaution. (Photo by Petty Officer 3rd Class R.D. Fitzgerald)

1958; the

July 15, 1958, President Dwight D. Eisenhower sent the first of several battalions of U.S. Marines into the troubled nation of Lebanon.

He was responding to a plea from Lebanon's President Camille Chamoun for military reinforcements. Upon receiving the urgent request, the president quickly summoned top leaders and advisors to discuss a course of action.

The decision was made: "Send in the Marines." Within 24 hours the Marines were wading ashore onto Khalde (Red) Beach, south of Beirut.

They would soon be joined by Battalion Landing Teams (BLTs) from the 3d Battalion, 6th Marines, and the 1st Battalion, 8th Marines.

Stateside, the 2d Marine Division was placed on alert, but not deployed. The BLT Marines and compassionate. The world is better for your efforts. God bless you."

On Sept. 8, the president confirmed the Marines' mission had been successfully completed and he announced their withdrawal. Two days later, the Marines backloaded their gear and returned to the U.S. Navy's Sixth Fleet ships just offshore. After that, the Leathernecks steamed to a Mediterranean port.

Commenting on the performance of the Marines in Lebanon, the commandant of the Marine Corps, Gen. Robert H. Barrow, concluded "Disciplined troops, well led by professional leaders, can execute any kind of assignment, be it a fighting war or one in which restraint and patience and forebearance also contribute to whatever is required. They did just what I hoped they would do and what I expected them to do."

Marines on guard kept the PLT evacuation peaceful.

first Beirut peacekeeping mission

stationed at Camp Lejeune, N.C., were being airlifted from Marine Corps Air Station, Cherry Point, N.C. Within three days, 800 additional Marines were landing at Beirut International Airport.

In a national radio and television broadcast the evening of the 15th, President Eisenhower informed a concerned public about the latest developments in the Middle East and the action taken. "After giving this (President Chamoun's) plea earnest thought, and after taking advice from leaders of both the executive and congressional branches of the government, I have decided to comply with the plea of the Lebanese government. A few hours ago a battalion of the United States Marines landed and took up stations in and about the city of Beirut.

"The mission of these forces is to protect American lives—there are about 2,500 Americans in Lebanon—and by their presence, to assist the Lebanese government to preserve its territorial integrity and political independence."

The president further explained that he sent in Marines because a prompt response was necessary and they were in the best position to respond. The Marines were in no way trying to replace United Nation forces as the international peacemakers and keepers.

The turmoil and unrest in the Middle East had been coming about for some time. Then, suddenly, the threat of full-scale war throughout the region was imminent. Just one day prior to the Marines being called into action, the government of Iraq was violently overthrown in a bloody military coup. Intelligence reports indicated a highly organized plot to overthrow the government of Jordan. And, in Lebanon, President Chamoun was fearing aggression from Syrian troops and requested aid.

The Marines came in by sea and air to set up their headquarters and vantage points. They were prepared for the worst, but were primarily there as a peacekeeping force. In the four months the United States forces remained in Lebanon, more than 8,000 Marines and soldiers were involved in this peacekeeping mission. By early October, Lebanon's internal strife was calming down and the external threats had decreased. One-by-one, the battalions began to withdraw, with the last of the forces departing on Oct. 18. Now it would be up to Lebanon to maintain its own stability.

History seems to repeat itself. Twenty-four years and one month later, the call came again to "send in the Marines."

Staff Sgt. K.A. Bradshaw

A mess specialist on board the USS John F. Kennedy mixes ingredients for a cake.

There's a whole lotta cooking goin' on

by Tracy L. Tanner

Sea stories told by sailors often contain dramatic details of the dreaded K.P. or mess duty. These stories recount how, as young seamen, they spent whole days in the hot, sweaty kitchens peeling potatoes. Rarely did a young sailor escape K.P. duty.

Seamen serving mess duty report to the dining facility in the wee hours of the morning, ready, but usually not willing for a day of scrubbing pots, pans, and floors.

Those dreary stories discourage many folks from ever thinking of joining the Navy, but a way to escape K.P. duty has emerged.

Petty Officer 2nd Class David E. Bastidos, a mess specialist aboard the aircraft carrier USS John F. Kennedy, said cooks do not serve mess duty. "The duty people are there primarily to assist us in the kitchen. We don't serve the duty. We supervise. We know what needs to be accomplished," Bastidos said.

Duty people accomplish jobs requiring little skill, but a lot of muscle. Mess specialists must provide thousands of sailors with nutritious, well balanced meals. Mess specialists must know food preparation, sanitation, recipe conversion and food service, not mopping and scrubbing.

The Navy's cooks are well trained professionals who offer the best service and food prepared to exacting standards

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The Navy recognizes the importance a hungry sailor places on a good meal. Prospective cooks attending the four week Mess Management School at San Diego, Calif. learn the basic fundamentals. The students learn cooking, baking, serving food, kitchen sanitation, recipe conversion and menu planning.

Once the basic skills are mastered, mess specialists apply them in different cooking environments. Navy mess specialists receive a variety of assignments from a shore dining facility or a submarine, to a 300 man frigate or an aircraft carrier with thousands of sailors assigned.

Petty Officer 3rd Class David M. Miller, a mess specialist aboard the aircraft carrier USS Nimitz, said the cook school teaches the basics, but shipboard cooking requires hands-on training.

"It takes about a year to adjust to the systems of shipboard cooking. You have to learn how many people you are preparing for so that you don't cook too much or too little," said Miller.

Ships remain at sea for lengthy periods. The storage rooms are stocked for the number of days out, with no room for waste. Recipe conversion becomes a necessity. Standard Navy recipes make 100 portions. Cooks operating in kitchens serving larger or smaller crews must adjust the basic quantities.

Navy mess specialists must prepare nutritious, tasty meals, in the correct portions. Petty Officer 1st Class Kevin T. Phillips, a mess specialist aboard the submarine USS Hammerhead, said that along with being at sea for many days, the ship spends most of its time underwater. Things can get pretty monotonous.

"Sometimes a good meal can be the high point of the sailor's day. We try to make them feel at home," said Phillips. A suggestion box encourages comments about foods and the menu.

"We try to do what we can to ensure the men enjoy their meals. Meals hold a high priority around here," added Phillips.

Another morale booster which

(Above) A Navy mess specialist adds the finishing touches to a cake he has baked. (Left) Slicing meats is an important task in the mess specialist field. Each sailor must be served the correct meal portion.

the cooks plan includes special nights. Seafood nights tempt a hungry sailor's palate with lobster and shrimp. Crews also savor foods prepared on ethnic nights.

Fast food items have become quite popular in society and are available on many ships. The Navy doesn't limit the sailors to fast foods but does offer hamburgers, hot dogs and fried potatoes along with balanced meals, thus giving the crew more variety.

A mess specialist spends many hours in the kitchen. Mess specialists often come to work at 4:30 a.m. and stay until 6 p.m.

A ship's kitchen never closes. Men have to eat. The USS Nimitz, for instance, has one of two galleys open 23 hours a day. Holidays also require a lot of work and hours for the mess specialists as they try making the day's meals special for their crew.

One incentive Miller enjoys about cooking on board a ship is 'sea pay.' Petty officers and above stationed on a ship receive at least $50 a month sea pay. Miller feels it would be easier to cook on shore rather than a carrier, because less people require feeding. The money adds the incentive he needs to be satisfied with his job on the carrier.

The cook school starts mess specialists in the right direction, but more instruction can never hurt. The Navy has a food management team responsible for teaching new cooking methods, upgrading records, checking sanitation and assuring food preparation is performed properly.

Temporarily assigned to different ships, Master Chief Petty Officer Frank L. Kohler, a mess specialist with the food management team, said, "We don't come aboard the ship and take over. We're here to help out and answer questions the ship's cooks may have." The mess management team has an advantage because they see many kitchens and know what works and what doesn't. They pass this information on to the next ship.

Navy mess specialists are welcomed by civilian restaurant and hotel owners to run their kitchens. Miller has been offered the assistant manager's position in a civilian restaurant because of the training and job experience he's received in the Navy.

The Navy's cooks are well trained professionals who offer the best service and food prepared to exacting standards. Whether cooking on land or at sea, Navy chefs always have the food on the table or serving line, whenever there's a hungry sailor to be fed.

Two Navy mess specialists prepare cheese-stuffed hotdogs for lunch.

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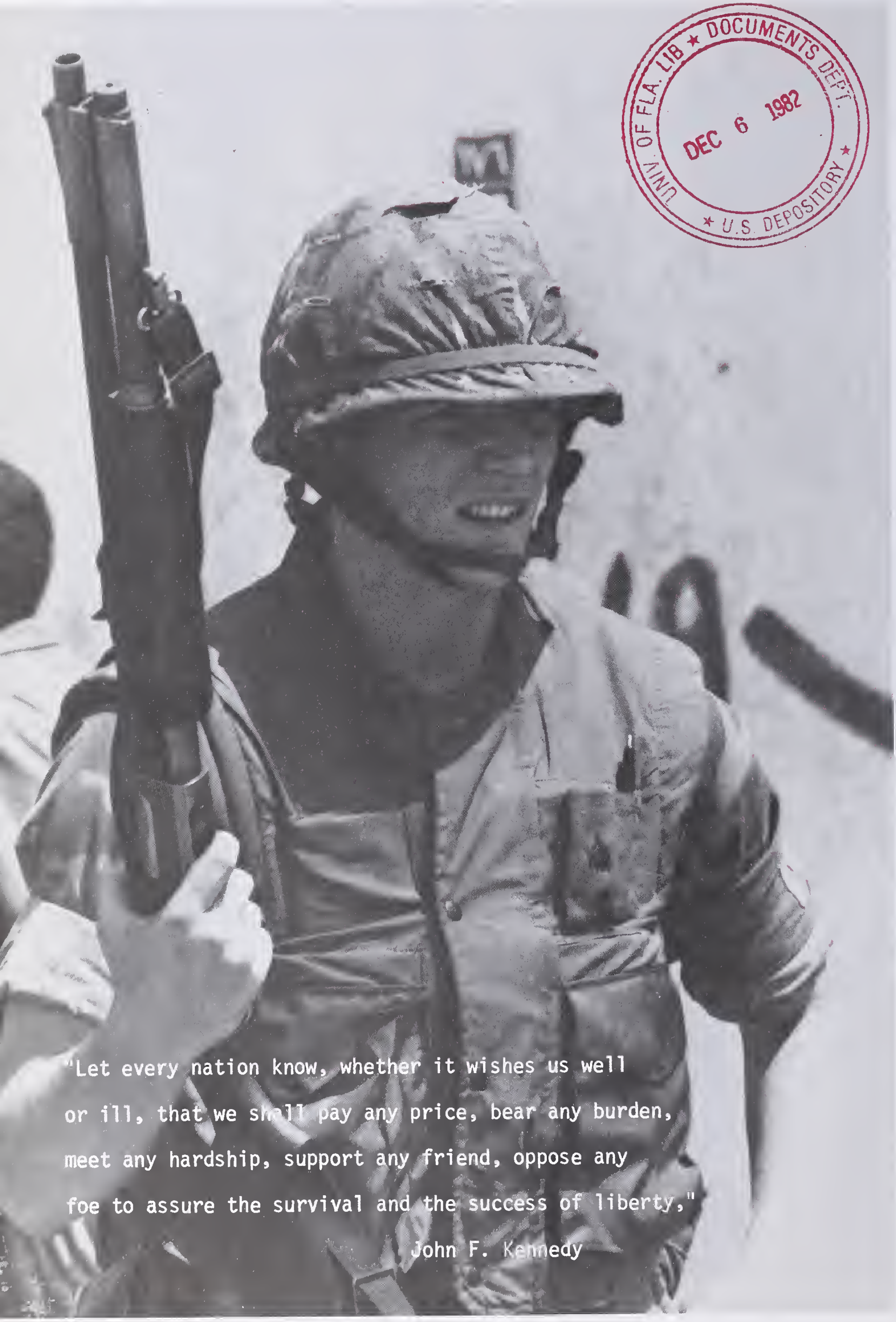

> "Let every nation know, whether it wishes us well or ill, that we shall pay any price, bear any burden, meet any hardship, support any friend, oppose any foe to assure the survival and the success of liberty."
>
> John F. Kennedy

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